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file Op. Blackshield Meetings
OXC 9393
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20 October 1965

MEMORANDUM FOR: Chief, OXCART Division, USA

SUBJECT: OXCART Meeting - 7 October 1965

1. The following paragraphs are recorded to indicate my reactions to the innumerable discussions held at []

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a. Adequacy of Pilot Strength:

This subject was not discussed in open meetings but I did discuss it with [] privately. We are agreed that the present pilot strength is low and that the forecasted retainability of those presently assigned indicate that we must make every effort to process five additional pilots. This subject has been covered with [] and it is [] opinion that he is ready to accept additional pilots. I left this subject with [] with the agreement that I would re-brief General Ledford and advise him of the outcome.

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b. Fuel Minimums:

This subject continues to plague qualified operations staff people in addition the the high level "mission planners" normally associated with "Monster Rallies". At this meeting several figures were used; one of which indicated a range of 2600 N.M. This range factor was computed to be the range from end AR to begin AR and specified that no turns would be made and that the distance to missed AR base was not included. For planning purposes, until validated information is provided, I want to use a 2500 N.M. range as our basic planning factor to be reduced as necessary for reserve fuel to missed AR base.

c. Weather Minimums:

Weather minimums previously utilized as 5000-5 have been reduced for the deployment to 1500-3. Operational minimums are now defined as 500-1 above published minimums but in no case lower than 700-2. As an additional precaution, precipitation must be considered as well as ceiling

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and visibility. As a final item, [] has established a maximum wind vector of 39 knots at 90°. (The -1 does not provide a maximum wind vector)

d. Validation Flights:

General Ledford approved the presentation given by [] reference the validation flights. In addition to the technical aspect of these flights, it has been established by [] that pilot proficiency to demonstrate operational capability will also be accomplished during the validation period.

e. Tactical Doctrine:

In view of the fact that [] has failed to accomplish a tactical doctrine, I agreed that our doctrine would be prepared jointly and that Headquarters operations staff will participate. In no case will the Headquarters staff dictate procedural doctrine as it pertains to actual aircraft preparation or pilotage.

f. []

This subject was discussed with Col. Slater only. It became apparent that [] is not scheduling night flight training in the OXCART vehicle. In addition, [] advised that neither LAC nor [] would operate the vehicle above M-1 at night until such time as the cockpit instrumentation and lighting is improved. I have asked [] to follow up on the new instrument panel authorized for OXCART.

g. []

This problem was discussed with [] and he is fully aware of the requirement to conduct test flights [] to validate our communications capability.

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h. Sonic Boom:

[] staff was briefed on the current sonic boom problem and on inquiries resulting therefrom. New procedures for reporting and responding to inquiries were approved subject to final coordination with Fox Stevens and FAA.

i. Supersonic Training/Validation:

I agreed with the proposal forwarded by []

j. Deployment Route:

Filing procedures were discussed and it appears that the most logical solution to the problem would be to have the KC-135's depart in a cell with the OXCART vehicle from [] This is [] action item.

k. F-101 Ferry Support

I admit to being confused on this subject. It appears generally that [] is following the proper procedure in handling the ferrying in accordance with the TAC/SAC overseas requirements.

l. Recovery Personnel for Deployment:

A new procedure for recovery utilizing the KC-135 was established. [] has data on this subject.

m. Survival Radio:

The [] will be tested the week of 18 October by Headquarters representatives in the local area.

n. Communications at []

A requirement was established for a full communications capability for BLACK SHIELD.

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c. Over Water Rendezvous:

I approved the proposed over water rendezvous plan submitted by [REDACTED]

2. Specific items were noted during [REDACTED] briefing as follows:

a. The weather officer briefed that temperatures at 80,000 feet could be forecasted plus or minus 5°C on a world-wide basis. If I remember correctly, he also added that 10°C gradient for 250 N.M. was the greatest we would incur on BLACK SHIELD.

I have asked [REDACTED] to get with WECEN and Maj. King and give us a response on this subject.

b. In further discussions of temperature deviations at cruise altitude, Kelly Johnson was adamant that the pilot should not use full AB to maintain altitude except in a turn. His position is that the aircraft Mach hold will seek the proper temperature thereby maintaining fairly constant fuel consumption factor. I tend to agree providing a 10° gradient is the maximum. However, if we encounter 25° deviations, we can expect to be cruising at 70,000 feet. I have asked [REDACTED] to determine if we can locate areas of maximum temperature change in the U.S. or between the U.S. and Alaska so that we may fly profiles under that condition and determine the best procedure to follow, both for fuel conservation and for maintaining a stable photo platform during these deviations.

c. It was pointed out that the OXCART vehicle can not take a full fuel load with single engine in AB. Maximum on-board fuel will top out at approximately 66,000 pounds.

[REDACTED]
[REDACTED]
Lt. Colonel USAF
Deputy for Field Activities, OSA

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D/FA/OSA, [redacted] (20 Oct. 65)

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